

# CHINA

With which is Incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

VOL. XXXIII. No. 4472. 號十三月十年七十七百八千一英

HONGKONG, TUESDAY, OCTOBER 30, 1877.

# MAIL.

Established February, 1845.

日四月九日正丁

PRICE, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAE, 8; Clement's Lane, Lombard Street, George Street, 30, Cornhill, Gordon & Gotch, Ludgate Circus, E. C. BATES, HENRY & CO., 4, Old Jewry, E. C. SAMUEL DRAGON & CO., 160 & 164, Leadenhall Street.

NEW YORK.—ANDREW WIND, 138, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTCH, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally.—BRAK & BLAKE, San Francisco.

SINGAPORE AND STRAITS.—SAYLE & CO., Square, Singapore. C. HEINZEN & CO., Manila.

CHINA.—Sawtooth, QUEKIN & CAMPBELL, Amoy, WILSON, NICHOLLS & CO., Foochow, HEDGE & CO., Shanghai, LANE, CRAWFORD & CO., and KELLY & WALSH, Yokohama, LANE, CRAWFORD & CO.

## Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, 5,000,000 Dollars. RESERVE FUND, 650,000 Dollars.

COURT OF DIRECTORS. Chairman—H. HOPFUS, Esq. Deputy Chairman—F. D. SASSOON, Esq.

E. R. BILLINGS, Esq. WILHELM REINERS, Esq. W. H. FORBES, Esq. ED. TOBIN, Esq. HORN W. KERSEWICK, Esq. A. MCIVER, Esq.

CHIEF MANAGER. Hongkong, THOMAS JACKSON, Esq. MANAGER. Shanghai, EWEN CAMERON, Esq.

London BANKERS.—London and County Bank.

## HONGKONG.

INTEREST ALLOWED. On Current Deposit Account at the rate of 1 per cent per annum on the daily balance.

For Fixed Deposits:—  
For 3 months, 2 per cent per annum.  
" 6 " 4 per cent. " "  
" 12 " 5 per cent. " "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager. Offices of the Corporation, No. 1, Queen's Road East, Hongkong, August 16, 1877.

CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.

CAPITAL, £800,000. RESERVE FUND, £110,000.

BANKERS. THE BANK OF ENGLAND. THE CITY BANK. THE NATIONAL BANK OF SCOTLAND.

THE BANK'S BRANCH in HONGKONG grants Drafts on London and the Chief Commercial places in Europe and the East; buys and receives for collection Bills of Exchange; and conducts all kinds of Banking and Exchange Business.

Local Bills discounted, and Interest allowed on Current Accounts and on Deposits for fixed periods on terms which may be ascertained on application.

## Notices of Firms.

WE have authorised Mr. EDWARD GEORGE to sign our Firm by Procuration: NORTON & CO.

Hongkong, October 28, 1877. no5

## NOTICE.

WE hereby give notice that our late assistant ASHEW, generally known as "SMALL," is no longer in our employ. Patrons will please note.

HIB. NAM, BRAKERS, &c., Enclosed Land, Hongkong, October 28, 1877. no5

## NOTICE.

THE Interest and Responsibility of Mr. F. RAPP in our Firm ceased from this Day.

F. BLACKHEAD & CO. Hongkong, October 1, 1877. no1

## NOTICE.

MR. CHARLES DAVID BOTTOMLEY was admitted a PARTNER in our Firm on the 1st July, 1877.

DOUGLAS LAPRAIK & CO. Hongkong, September 22, 1877.

## NOTICE.

FROM This Date Mr. EDWARD SHEPPARD and Mr. M. W. GRIECE, are authorized to sign the name of our Firm for Procuration at Foochow, and Mr. F. F. EWALD at Amoy.

RUSSELL & CO. CO., JUN 1, 1877.

## Intimations.

G. FALCONER & CO., WATCH AND CHRONOMETER MANUFACTURERS,

AND JEWELLERS.

NAUTICAL INSTRUMENTS, CHARTS AND BOOKS.

46, Queen's Road Central, Hongkong, August 20, 1877. fe20

## W. BALL,

CHINA DISPENSARY.

IMPORTER OF DRUGS, CHEMICALS, DRUGGISTS' SUNDRIES, TOILET REQUISITES, PATENT MEDICINES AND PARFUMES.

Prescriptions Dispensed with Carefulness, and Prompt Attention.

PRAYA WEST, HONGKONG, Near the Canton Steamer's Wharf, Hongkong, July 13, 1877.

## NOTICE.

A. MILLAR & CO., PLUMBERS, AND GAS FITTERS,

Queen's Road East,

HONGKONG.

September 15, 1877.

COSMOPOLITAN DOCKS.

THE Undersigned, until further notice, offer to REMEYAL VESSELS, Furnishing all Material and Labour, except METAL and NAILS, for TWENTY-FIVE CENTS per Sheet.

IRON STEAMERS and SAILING VESSELS requiring Three Coats Paint or Tallow, Thirty Cents per Ton Register.

W. B. SPRATT & CO., Proprietors,

Hongkong, October 10, 1877. no10

THE HONGKONG HOTEL.

TENDERS are invited for a LEASE of the HONGKONG HOTEL, the present Five-yearly Lease expiring on the 31st August, 1878. SEALED TENDERS to be sent in, on or before the 31st March, 1878, to the Secretary of the HONGKONG HOTEL COMPANY, LIMITED, who will supply any information required.

By Order of the Directors,

LOUIS HAUSCHILD,

Secretary.

Hongkong, September 15, 1877. apl

LOST.

ON the Pokfogum Road, near West Point, a GOLD PENCIL CASE. Anyone bringing it to the Office of this Paper will be suitably Rewarded, if necessary.

Hongkong, October 24, 1877. oc81

IN THE GOODS OF

JAMES SMITH FERRIES,

Deceased.

NOTICE is hereby given that all Creditors and other Persons, having any CLAIMS or DEMANDS upon or against the Estate of JAMES SMITH FERRIES, late Master of the S. S. "ZEALANDIA," who died at Sea, Board the said Vessel, on the 8th day of February 1877, and whose Will was duly proved, and Letters of Administration, with the Will annexed, and specially constructed for this purpose, to the order of the Undersigned.

Orders from any of the Outports in the East, will meet with prompt attention if addressed:

Care of Messrs LANE, CRAWFORD & CO., or M. GAUFF & CO.

A. HAHN.

Hongkong, September 7, 1877.

DENTAL NOTICE.

## Intimations.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR

1876.

SHAREHOLDERS in the above Company are requested to furnish the Undersigned with a List of their Contributions for the year ending 31st December last, in order that the proportion of the Net Profits to be reserved for Contributors may be arranged. Returns not rendered prior to the 31st October next, will be adjusted by the Company, and no claims or alterations will be subsequently admitted.

JAS. B. COUGHTRIE,

Secretary.

Hongkong, August 1, 1877. no1

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR

1876.

SHAREHOLDERS in the above Company are requested to furnish the Undersigned with a List of their Contributions for the year ending 31st December last, in order that the distribution of Twenty per cent (20 %) of the Net Profits reserved for Contributors may be arranged. Returns not rendered prior to the 31st October next, will be adjusted by the Company, and no claims or alterations will be subsequently admitted.

JARDINE, MATHISON & CO.,

General Managers.

Hongkong, August 1, 1877. no1

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR

1876.

SHAREHOLDERS in the above Company are requested to furnish the Undersigned with a List of their Contributions for the year ending 31st December last, in order that the distribution of Twenty per cent (20 %) of the Net Profits reserved for Contributors may be arranged. Returns not rendered prior to the 31st October next, will be adjusted by the Company, and no claims or alterations will be subsequently admitted.

JARDINE, MATHISON & CO.,

General Managers.

Hongkong, August 1, 1877. no1

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR

1876.

SHAREHOLDERS in the above Company are requested to furnish the Undersigned with a List of their Contributions for the year ending 31st December last, in order that the distribution of Twenty per cent (20 %) of the Net Profits reserved for Contributors may be arranged. Returns not rendered prior to the 31st October next, will be adjusted by the Company, and no claims or alterations will be subsequently admitted.

JARDINE, MATHISON & CO.,

General Managers.

Hongkong, August 1, 1877. no1

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR

1876.

SHAREHOLDERS in the above Company are requested to furnish the Undersigned with a List of their Contributions for the year ending 31st December last, in order that the distribution of Twenty per cent (20 %) of the Net Profits reserved for Contributors may be arranged. Returns not rendered prior to the 31st October next, will be adjusted by the Company, and no claims or alterations will be subsequently admitted.

JARDINE, MATHISON & CO.,

General Managers.

Hongkong, August 1, 1877. no1

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR

1876.

SHAREHOLDERS in the above Company are requested to furnish the Undersigned with a List of their Contributions for the year ending 31st December last, in order that the distribution of Twenty per cent (20 %) of the Net Profits reserved for Contributors may be arranged. Returns not rendered prior to the 31st October next, will be adjusted by the Company, and no claims or alterations will be subsequently admitted.

JARDINE, MATHISON & CO.,

General Managers.

Hongkong, August 1, 1877. no1

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR

1876.

SHAREHOLDERS in the above Company are requested to furnish the Undersigned with a List of their Contributions for the year ending 31st December last, in order that the distribution of Twenty per cent (20 %) of the Net Profits reserved for Contributors may be arranged. Returns not rendered prior to the 31st October next, will be adjusted by the Company, and no claims or alterations will be subsequently admitted.

JARDINE, MATHISON & CO.,

General Managers.

Hongkong, August 1, 1877. no1

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR

1876.

SHAREHOLDERS in the above Company are requested to furnish the Undersigned with a List of their Contributions for the year ending 31st December last, in order that the distribution of Twenty per cent (20 %) of the Net Profits reserved for Contributors may be arranged. Returns not rendered prior to the 31st October next, will be adjusted by the Company, and no claims or alterations will be subsequently admitted.

JARDINE, MATHISON & CO.,

General Managers.

Hongkong,

## Notices to Consignees.

CASTLE LINE OF STEAMERS.  
FLEURS CASTLE,  
FROM LONDON AND SINGAPORE.

THIS Steamer having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk, into the Godowns of Mr A. MOG. HEATON, whence delivery may be obtained.

Consignees wishing to receive their Goods on the Wharf are at liberty to do so.

Optional Cargo will be forwarded on, unless notice to the contrary be given before Noon To-day.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 5th Proximo will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by ADAMSON, BELL & CO., Agents.

Hongkong, October 29, 1877. no5

ACCIDENTAL & ORIENTAL S. S. COMPANY.

## NOTICE.

CONSIGNEES of Cargo per Steamship OCEANIA, from San Francisco, &c., are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods.

Cargo impeding discharge of the Steamer will be landed and stored at Consignees' risk and expense.

G. B. EMORY,  
Agent.

Hongkong, October 28, 1877. no5

FROM CALCUTTA, PENANG AND SINGAPORE.

THE S. S. Venice having arrived from the above Ports, Consignees of Cargo are hereby requested to send their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods.

Cargo impeding the discharge will be at once landed and stored at Consignees' risk and expense.

JARDINE, MATHESON & CO.,  
Hongkong, October 28, 1877. no5

GERMAN BARK MARCO-POLO,  
FROM HAMBURG.

CONSIGNEES of  
A M 37/1  
Macao, 35 cases Merchandise,  
via Hongkong.

Shipped by J. C. JULIUS MÖLLE, are hereby informed that the same have been landed and stored at their expense and risk.

No Fire Insurance has been covered.

WIELER & CO.,  
Agents for Bark Marco-Polo.  
Hongkong, October 17, 1877.

BRITISH BARQUE ELMSTONE,  
FROM LONDON.

CONSIGNEES of Cargo per above Vessel are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DOUGLAS LAPRAIK & CO.,  
Agents.

Hongkong, October 19, 1877.

BARQUE STRATHMORE, FROM KURRACHEE.

CONSIGNEES of Cargo by the above-named Vessel are requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DOUGLAS LAPRAIK & CO.,  
Hongkong, October 22, 1877.

BRITISH BARQUE MELBREK,  
FROM LONDON.

CONSIGNEES of Cargo by the above Vessel are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

ARNHOLD, KARBERG & CO.,  
Agents.

Hongkong, October 18, 1877.

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any, Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

CARRINGTON, American ship, Captain W. Lull.—Stanssen & Co.

WOODVILLE, British barque, Captain Nielsen.—Wm. Pustau & Co.

ALPHINGTON, British barque, Captain G. Cunningham.—Wieler & Co.

CILVERTON, British sloop, Captain E. Shrewsbury.—Wieler & Co.

MELUSINA, German barque, Captain Th. Pfleider.—Melschers & Co.

FERNWATER, British steamer, Capt. J. H. von Bargen.—Chinese.

NORTHERN STAR, British barque, Capt. J. Worthley.—Wieler & Co.

TIO, Dutch barque, Capt. T. Westerveld.—Siemens & Co.

COLORADO, American ship, Captain In- graham.—Russell & Co.

VERA, German barque, Captain Dirks.—Melschers & Co.

KATE GARNET, British barque, Captain James Wilson.—Melschers & Co.

ONWARD, British schooner, Captain J. Dyer.—Lake, Crawford & Co.

SOPHIE, British barque, Captain Hebe.—M. J. & Co.

PROSPERITY, British ship, Captain H. Price.—Lake, Crawford & Co.

## To-day's Advertisements.

CASTLE LINE OF STEAMERS.  
FOR SHANGHAI.

The Steamer  
"FLEURS CASTLE"  
will be despatched for the  
above Port on WEDNES-  
DAY, the 31st Instant, at 3 p.m.

For Freight or Passage, apply to  
ADAMSON, BELL & CO.,  
Agents.  
Hongkong, October 30, 1877. no5

FOR HAIFONG (DIRECT).  
The Steamship  
"DALE,"

Captain J. THOMPSON, will be  
despatched for the above Port  
on THURSDAY, the 1st November, at  
Daylight.

For Freight or Passage, apply to  
DOUGLAS LAPRAIK & CO.,  
Hongkong, October 30, 1877. no5

FOR SWATOW, AMOY & FOOCHOW.  
The Steamship  
"DOUGLAS,"

Captain G. D. PITMAN, will be  
despatched for the above Ports  
on FRIDAY, the 2nd November, at  
Daylight.

For Freight or Passage, apply to  
DOUGLAS LAPRAIK & CO.,  
Hongkong, October 30, 1877. no5

FOR SOURABAYA.  
The A 1 Dutch Barque  
"GROEN V. PRINSTERER,"

Captain De Jones, will load for  
the above Port, and will have  
immediate despatch.

For Freight, apply to  
MELCHERS & CO.,  
Hongkong, October 30, 1877. no5

FROM CALCUTTA, PENANG AND  
SINGAPORE.

THE British S. S. Hindostan, Captain  
MacTavish, having arrived from the  
above Ports, Consignees of Cargo by  
are requested to send in their Bills of  
Lading to the Undersigned for counter-  
signature, and to take immediate delivery  
of their Goods.

Cargo impeding her discharge will be at  
once landed and stored at Consignees' risk  
and expense.

DAVID SASSOON, SONS & CO.,  
Agents.  
Hongkong, October 30, 1877. no5

GENERAL WEEKLY SALE.

LANE, CRAWFORD & CO. will sell  
by Public Auction, in their Sale  
Room, Praya Central, on

FRIDAY,  
the 2nd November, 1877, at NOON,—  
An Invoice of H. ROGERS, SONS  
& CO.'S CUTLERY, comprising: Pen-  
knives, Sailor's Knives, Table and Dessert  
Knives, Razors. Best Sheffield Electro-  
plated Tea Sets, Coffee Services, Tea and  
Tooth Kettles, Mugs, Cruet Stands, Salt  
Cellars, Britannia Metal Tea and Coffee  
Pots, TOY PLIANOS 5 to 12 Notes,  
Purses, Cash Boxes, Pipes, Wire Dish  
Covers.

Also,  
Fire-proof Iron Chests, 24 to 36 inches.  
3 cases Turkey Sponges.

TERMS OF SALE.—Cash before delivery  
in Mexican Dollars, weighed at 7.17.  
The Lot or Lots, with all faults and errors  
of description, at purchaser's risk on the  
fall of the hammer.

Hongkong, October 30, 1877. no5

Charterers Effected.  
The following charters have been effected  
during the last few days:—

British bark MULBRAK, 870, Cebu, to  
London or Liverpool, private.

British bark Sophie, 716, Manila, Ilo Ilo  
to Cebu to the Channel for orders to a port  
in the United Kingdom or on the Continent  
between Havre and Hamburg, private.

British bark STAGHOUND, 973, Manila to  
San Francisco, private.

British ship CILURNUM, 1884, hence to  
San Francisco, private.

American bark H. N. CARLTON, 872,  
hence to Honolulu, private.

French bark GENEVIEVE, 630, hence to  
Singapore, \$1,600 in full, 15 lay days.

German bark MARCO POLO, 858, hence to  
Saigon, \$600 in full.

British bark W. E. GLADSTONE, 534,  
hence to Quinhon and back, 23 cents per  
pound, 25 lay days.

German bark DEUTSCHLAND, 269, Chefoo  
to Swatow, \$1,000 in full, 20 lay days.

German bark Vesta, 302, Chefoo to  
Hongkong, 13 cents per pound, 25 lay days.

French bark ST. JOSEPH, 238, hence to  
Labuan and back, 25 cents per pound, 32  
lay days.

French bark DAUPHIN, 327, hence to  
Haiphong and back, 20 cents per pound, 30  
lay days.

German brig TARTAR, 256, hence to Ha-  
iphong and back, 20 cents per pound, 30 lay  
days.

German steamer BELLONA, hence to Saigon  
and back, \$6,000 in full, 11 lay days.

The German barque MELUSINA, 937 tons,  
left for Manila to load for San Francisco  
under charter effected at home.

British ship DARTMOUTH, 615 tons, left  
for Manila "seeking."

SHIPPING.  
ARRIVALS.

Oct. 28, YANGTZE, British steamer, 783,  
E. SCHULTE, Shanghai Oct. 28, General—  
SIEGMUND & CO.

Oct. 28, DOUGLAS, British steamer, 864,  
G. D. PITMAN, Foochow Oct. 28, AMOY 98,  
and SWATOW 29, General.—DOUGLAS LAP-  
RAIK & CO.

Oct. 28, VOLGA, French steamer, 1003,  
ROLLAND, Yokohama Oct. 28, Mails and  
General.—MESSAGERIES MARITIMES.

Oct. 28, PRIMA, British steamer, 1576,  
S. H. BUTLER, Liverpool Sept. 5, via Ports  
of Call, and Singapore Oct. 22, General—  
BURTONFORD & SWINN.

Oct. 30, HINDOSTAN, British steamer, 991,  
A. B. MACINTOSH, Calcutta Oct. 11, PENANG  
18, and SINGAPORE 21, General—DAVID  
SASSOON, SONS & CO.

Oct. 30, H. M. S. VIGILANT, from a cruise.

DEPARTURES.

Oct. 28, VESTA, for CHEFOO.

Oct. 28, SOPHIE, for MANILLA.

Oct. 28, YANGTZE, for CANTON.

Oct. 28, YESTO, for COAST PORTS.

Oct. 28, H. M. S. ORIZABA, for SHANGHAI.

Oct. 28, MELUSINA, for MANILA.

Oct. 28, PROSPERITY, for BANGKOK.

## CLEARED.

Deutschland, for CHEFOO.

Batavia, for SOUTHEAST ASIA.

W. E. GLADSTONE, for QUINHON.

Fleurs Castle, for SHANGHAI.

Prion, for SHANGHAI.

PASSAGERS.

ARRIVED.

Per VOLGA, from YOKOHAMA.

1 CHINESE; 2 SAIGON, MEAAN VALLEY,

LUSSAUX, LE BUREAU, FLOO, VALENTIN,

CONFINE, and DEEMPS; 1 BATAVIA,

2 CAILLENS, and CHIL, and ROUVIER; 1

MARSELLES, MEAAN MASSAZZA, VIGANO,

RICARDI, MARINETTI, BOSCOLO, ANDREOSI,

INBERTI, FONDA, MAURER, TORUNJA, GURON,

BARRETO, and VIVET.

Per HINDOSTAN, from SINGAPORE.

1 CHINESE; 2 SAIGON, MEAAN VALLEY,

LUSSAUX, LE BUREAU, FLOO, VALENTIN,

CONFINE, and DEEMPS; 1 BATAVIA,

2 CAILLENS, and CHIL, and ROUVIER; 1

MARSELLES, MEAAN MASSAZZA, VIGANO,

RICARDI, MARINETTI, BOSCOLO, ANDREOS

passed between them, when they had a struggle. The Constable then blew his whistle, but no one came to his help. The defendant then took away his staff and struck him on the legs (shewed a mark.) He also tore the Constable's uniform. Two Parsee gentlemen then came, and one went to fetch a Policeman. It was then ascertained that the parcel contained clothing and that there was a chit addressed to Mr Coxon. The Parsee gentleman advised him to take the defendant to Mr Coxon's house; a Sikh constable had been brought by the Parsee, and he went also, with the party to Mr Coxon's house. On arrival there Mr Coxon told them that the parcel was all right, and advised them to release the defendant. He did so, but made a report at the station, when he was authorized to take out a summons. The defendant said when he was challenged, he told the Constable that it was not 9 o'clock yet. They then had a struggle, in the course of which he tore the Police man's uniform, because they were pulling each other.—Mr Coxon said that about 7 p.m. he heard a great commotion at the back of his house; he enquired what it was, when his servant came to him with a small parcel in brown, also a chit and a book. The servant told him that there was a difficulty with the messenger and a constable about the parcel. He told the boy to say that it was all right, but afterwards he heard the noise continued and went down to ascertain the cause, when he saw a huge Sikh Policeman and a Chinese Constable, having charge of the defendant. He asked the Constables to release him, and asked them if they had any summons, to come into his house. The Chinese Constable shewed him a torn jacket but did not shew any broken staff. He told the Constables that he would summon them for trespassing into his house, and the Sikh Constable went on his knees.—The defendant was fined 10/-, and to pay 5/- for the damage to Police property.

#### SUPREME COURT. IN SUMMARY JURISDICTION. (Before His Honor Mr Justice SNOWDEN.)

30th October, 1877.

Lammett and others v. C. L. Thayenlin, \$129.88.—The claim was for goods supplied and delivered. A portion of the sum due had been paid, and the amount now sued was the balance. Mr Moore, of the plaintiff's firm, proved the debt, and judgment was given against the defendant who did not appear, as he was absent at Canton.

Cheung Sui Ching v. Lo Ayow, \$9.—The claim was for money lent. The defendant admitted his indebtedness only to the extent of 1,600 cash, which he, however, urged was a gambling debt. After a deal of evidence was taken, and books examined, the plaintiff was nonsuited.

Ng Afoo v. John Kennedy, \$5.60.—The defendant was sued for wages from the 28th September to the 25th inst. The plaintiff had given notice to leave, but left before the expiration of the month as the defendant kicked him. The defendant said he never kicked the plaintiff, who had not given any notice whatever, and that he left, he believed, because he had got a better situation elsewhere. After evidence was taken, his Lordship gave judgment for the defendant, remarking that he did not believe that the plaintiff was ever kicked at all, and that servants who had been making false assertions against their masters had been sent to prison for perjury, but that in the present instance he refrained from doing so, because the plaintiff had never asserted that the kick was a severe one, nor had he committed himself to the extent which rendered his being made an example of necessary.

Low Acheung v. Ashton, \$7.—The defendant is a lance corporal of the 28th Regiment, and the claim was for balance of a sum due for the building of a boat for \$25. The defendant alleged that the work was not completed, and judgment was given for the plaintiff, money to be paid into Court pending the completion of the work.

Low Aman v. The Hongkong and Whampoa Dock Company, limited, \$22.50.—The claim was for wages for the months of June and July as a workman at the Dock at Kowloon. Mr Jean, Clerk of the Company at this branch, said the plaintiff had been sent to Gaol for two months for stealing a piece of lead pipe from a ship, and the Company had to supply the pipe thus stolen, at \$30, and plaintiff's wages were consequently stopped in order to pay for the pipe.

The plaintiff admitted stealing the pipe, but urged that it was an act for which he had been punished, and that consequently he could sue for wages which had become due. The Court said the defendant ought to have pleaded a set-off, and adjourned the case till next week, to enable him to do so. At the same time, he observed, it was a very impudent thing for the plaintiff to make the claim.

Botelho v. Ho Achoo.—This was an application by Mr Francis on behalf of the plaintiff for an interim order to restrain the defendant from pulling down or injuring a wall which separates the plaintiff's property from that of the defendant. The plaintiff has some property in Rosario and Bridge Streets, and the defendant owns the adjoining lot; between these two properties there is a piece of neutral ground, but in carrying on the work of building, the defendant injures the plaintiff's wall. The work is now going on, and all that the plaintiff now asks is that the defendant should be restrained from continuing the work, pending the decision of the suit which has been taken against the defendant, and which will be tried next week.

His Lordship considered the defendant entitled to the rule of injunction, and granted the application.

#### China.

SHANGHAI.  
(News.)

We mentioned some days ago that a number of salt smugglers had congregated near Yangchow, coolly lifted the Customs barrier, and attacked and overcame the officials who tried to hinder them. It is said that they have since been overcome, and nearly 100 boats captured. Several of the crew will, of course, be beheaded, and the majority squashed and left to rot next time.

It has been understood for some time that the Debtor's soldiers in the Yamen would

not receive any dividend this year, and the closure of the accounts confirms this impression. This is owing to the fact that so few outside Troopers visited the place; the amount received for rent of the Theatre, from this source, having been only about Rs. 400 as against \$2,800 last season.

TEKING. Oct. 15th, 1877.

The one absorbing topic in this region is the famine, which is even now beginning to be felt in Shan-hsi and adjacent parts of the neighbouring provinces, so that though much has been written on this subject it is impossible to send tidings from this region without some reference to it. In the region surrounding this city there has been at least half a crop, so that though there is scarcity and distress, there is no actual famine. In the city itself the very high price of silver adds to the distress of the working classes, for they are paid in cash and no material addition has been made to their wages. They are now receiving 50 per cent less than they used to do, while the price of food, if reckoned in cash, is fully double the wages of a few years back. The missionaries in these regions are about to issue an appeal for help that is to be sent to the papers and periodicals of England and America. Some, no doubt, will wonder why men of more influence are not the first to move in this matter. It would not be easy to give an answer to a question of this kind. I believe the missionaries would be very glad to be led in this matter, but if the great do not act, others must of necessity come forward.

The *Gazette* states that a grant of 400,000 Taels has been made to the distressed region.

This sum, though utterly inadequate to meet the widespread distress, would do much good if it could be entrusted to faithful agents, but such men are also very scarce in this part of the world. When a former grant was made, the people in many places were unwilling to avail themselves of the help thus offered, and even in some cases paid for exemption from the necessity of receiving the Imperial bounty. The local officers to whom the grant was entrusted for distribution told the people that the sums were a loan to be repaid with interest on the first good year, and the poor people were unwilling to be debtors to such creditors.

The city authorities are taking extra precautions against robberies, but in spite of this the possessors of wealth must find it difficult to sleep quietly at night. We have already had several frosty nights, though the late crops are not yet fully gathered in, but we are now having warmer weather. Only a very small portion of the land has been sown with wheat, and we must hope for winter snows to make spring sowing feasible.—*Courier*.

JAPAN.  
(Japan Gazette.)

The M. B. Co.'s steamer *Yoshino-maru* arrived at Shingawa on the 16th Oct. from Kobe, and reports falling in with the English barque *Ville de Lille* in lat. 33° 57' N., long. 184° 28' E., in a disabled state—masts gone, barrels stove in, and she had sustained other serious damage, in the typhoon of the 11th. The *Yoshino-maru* took the wreck in tow to Ovari Bay; but her own machinery being partially disabled she was unable to tow the wreck to Yokohama.

In a letter addressed to the *Echo du Japan* Mr. Hyer, the plaintiff in the suit now pending in the French Consular Court, makes a sort of apology for the insolent expressions which he made use of in speaking of the press during the hearing of the 13th instant. He says that the offensive terms, if he used them, must have escaped him involuntarily; "for he has no reason to insult people who are very respectable, and who have never done anything to him." He says that he read in Court for the first time on Saturday the article in the *Cosmopolitan Press*, according to which he said "that he was not proprietor of the 'Oriental Hotel,'" and was "indignant with the editor" for misrepresenting him. This is an excuse which, though perhaps better than none, is hardly valid for a sweeping and uncalled-for insult.

A noble in Tokio has lately received permission to undertake the cutting of a canal from lake Inba in Shimosa, to Cape Choshi in the East and to Yedo Bay in the West. The cost of the work is estimated at 600,000 yen.

According to the *Hochi Shinbun*, a railroad is expected to be constructed between Kobe and the harbour of Kushibe in the province of Tanba. At the end of last September the survey was commenced. This work is projected with a view to increase the facility of transport from the Northern provinces of this island and from Yedo.

H. E. Enomoto, Japanese Minister at St. Petersburg, is expected to arrive in Yokohama in a few days.

The *Choya Shinbun* says that a letter has been received from some one in the town of Koga, in the Ebaragi ken, stating that a congregation who had assembled to hear the preaching of a foreign Christian missionary, were dispersed by the police. A similar occurrence is said to have taken place in the Akaia ken.

The native silk-worms' egg card dealers had held several meetings lately, in one of the upper rooms in the Town Hall, Honcho-dori. The *Mei Nichi Shinbun* says that they decided that out of 1,200,000 carats, which now comprise the total stock in Tokio, about 600,000 are to be thrown into the sea, and the remaining 600,000 sold to the Italian and the harbour of Kushibe in the province of Tanba.

The *Mei Nichi Shinbun* says that they decided that, out of 1,200,000 carats, which now comprise the total stock in Tokio, about 600,000 are to be thrown into the sea, and the remaining 600,000 sold to the Italian

and the harbour of Kushibe in the province of Tanba.

The *Mei Nichi Shinbun* says that the Government are busy making arrangements to purchase, with the national money, from those who may hold them, the notes issued by the insurgents. The reason adduced for this very generous measure is that the inhabitants of the provinces where the war was waged were forced to accept those notes from the insurgents.

The *Akibone Shinbun* says:—A certain newspaper states that a number of the Japanese residents in Fusan were killed by the Coreans, who refused to maintain the terms of the treaty of friendship with the Japanese, and that H. E. Hanabusa, Charge d'Affaires, had delayed his landing in Fusan through these outrages. But, according to a letter now received from that harbour, nothing of this kind has happened; and all is at peace. The Japanese settlers have decided on opening a bazaar in the settlement.

Hanabusa and his staff arrived in the *Takao Mori*. One of the crew died from cholera during the passage, and this was the reason that the *Mei Nichi Shinbun* said that the Debtor's soldiers in the Yamen would

#### The Straits.

(Straits' Times.)

We are glad to state that Mr Matthew Little's medical attendant take a more hopeful view to-day (Oct. 16th) of his condition. Consciousness has returned, and, altogether, the symptoms are reported to be more favourable.

Our new Governor, Sir William F. O. Robinson, left Sydney for this via Torres Straits by the M. & A. Co.'s steamer *Bauer*, which is due here on the 28th inst. A somewhat novel appointment appeared in the *Government Gazette* of the 5th inst., viz., that of the Hon. H. A. K. Whampoa, o.m.c., and m.l.c., as Chinese Consul. The reason or object of this appointment has not transpired, but it is surmised to have something to do with the working of the *Chinese Immigrant Ordinance*, which was brought into operation in an emasculated form on the 24th September last; the main clauses being suspended. All that is done for the present is to forbid the landing or transhipment of immigrants at any place but the three ports without the permission of the Governor, and to insist that every immigrant vessel be boarded on arrival by the Protector of Chinese or one of his Assistants.

The adulteration of Produce, more especially *Ginseng* and *Black Pepper*, has now reached such a pitch as to be almost intolerable. A general meeting was held under the auspices of the Chamber of Commerce on the 11th instant, to consider the matter, and a Committee was appointed to devise remedial measures. The only effective remedy, as everybody knows and is agreed upon, would be for the European merchants to combine together to put it down. And that is exactly the remedy which will not or cannot be adopted.

It is with regret that we have to record an act of Vandalism, for it is nothing less, by the Singapore Cricket Club, aided and abetted by the Government. They are

decorating our beautiful Esplanade, the only place of recreation for Europeans in the place, by the erection of a bungalow, to be styled a Pavilion, on the western side next the Townhall, for the accommodation and refreshment of themselves and friends. They have obtained the permission of Government, it appears, for this encroachment, and persist in their course in spite of remonstrance and the opinion of the general public. And as there appears to be no one who cares to take the lead in giving practical expression to public opinion, they may succeed for a time.

Two subjects of some interest and importance will be found discussed in our correspondence column. One is the inaccuracy of the Import and Export returns. This subject has more than once occupied the attention of the Chamber of Commerce, and several attempts have been made at amendment but to little purpose. As with the adulteration of Produce, the remedy lies mainly in the hands of merchants themselves. The other subject is the licensing and proper regulation of the ginsengs and other stimulants in the shops in town. There is little doubt but these places and the liquor sold in them to sailors and soldiers require sharp inspection and stringent regulations.

The *Penang Gazette* narrates a coming upon, a glaring case of "corruption and squeezes" by a Police Corporal, *Rungayah* by name, stationed at Teluk Ayer, Province Wellesley. This estimable member of the force went at midnight to a neighbouring house, and walked off with the occupants, a man and his wife, for no reason whatever, to the lock-up. After they had been confined for some time, he offered to release them for \$10, which he afterwards abated to \$5, which they paid rather than be hand-cuffed and sent to Butterworth. Mr. Rungayah admitted the circumstances of the case, and he was sentenced to three months' rigorous imprisonment.

THE CLOSING OF THE WOOSUNG RAILWAY.

On Saturday, shortly after noon, the last train on the above Railway under the management of the Company, was started on its journey to Woosung. The whole of the rolling stock in the shape of carriages, numbering twelve, was attached to the new engine *Viceroy*, the living freight consisting of nearly 400, of whom about 345 were Chinese of various grades of society, and including men, women, and children—many of the women evidently being the wives of tradesmen and others, whose husbands accompanied them. This mixture of the sexes is hardly to be wondered at, even in China, for the Railway is a great civilizer and a certain breaker-down of exclusiveness. The presence of females of a class generally confined to their apartments, or allowed to go abroad only with the utmost jealousy and precaution, was a circumstance no novelty on Saturday. It has frequently been the case during the few months the line has been running—that it is a question if so many would have been seen in this train had their spouses been aware that between twenty and thirty foreigners were to be fellow *voyageurs*. These latter, of course, kept their own carriages, and all went well. The above incident is worth mentioning, in passing, as showing how willing—nay, eager—are the "people" to avail themselves of the comfortable and rapid travelling in a Railway carriage.

Long before the hour appointed for the departure of the train, the twelve carriages were drawn up at the platform of the Shanghai Station, and for upwards of an hour the scene both outside and inside the Station, as well as on the platform, was very animated, almost bewildering. Chinese were there in hundreds, many more than the carriages could carry, though it afterwards turned out, many of them were present merely from curiosity to see "the last train"; the fact that it was to be the final run, at least for a time, having been placed at the head of the neighbourhood of the several Stations, as well as advertised in the newspapers.—At length, the train being filled, the word to start was given, and, in the teeth of a bitterly cold wind, the *Viceroy* began to move slowly out of the Station. At the various crossings of the line, which were carefully protected by watchmen with closed gates (the greatest care being taken all down the line to prevent accident), other crowds of natives were assembled, who maintained the most perfect silence as the train swept past them.

With reference to the foregoing, we have not been able to obtain all the information we could desire of the subject, but feel justified in asserting that the Japanese silk-worms' egg dealers have decided on the destruction of half a million carats.

The *Mei Nichi Shinbun* contains the intelligence that the Government are busy making arrangements to purchase, with the national money, from those who may hold them, the notes issued by the insurgents. The reason adduced for this very generous measure is that the inhabitants of the provinces where the war was waged were forced to accept those notes from the insurgents.

The *Akibone Shinbun* says:—A certain newspaper states that a number of the Japanese residents in Fusan were killed by the Coreans, who refused to maintain the terms of the treaty of friendship with the Japanese, and that H. E. Hanabusa, Charge d'Affaires, had delayed his landing in Fusan through these outrages.

But, according to a letter now received from that harbour, nothing of this kind has happened; and all is at peace. The Japanese settlers have decided on opening a bazaar in the settlement.

Hanabusa and his staff arrived in the *Takao Mori*. One of the crew died from cholera during the passage, and this was the reason that the *Mei Nichi Shinbun* said that the Debtor's soldiers in the Yamen would

not be paid. The same scene was witnessed at Bar Station, while that at the Creek terminus was simply a repetition of that at Shanghai. Owing to the high wind that prevailed, the run down occupied about 35 minutes, the return journey being made much more quickly. As the train sped onward towards Shanghai, the crowds were still congregated at the same points, as it is determined to see what they probably conceived would be the last of the "steam-house," a sight they at first, during the earlier days of the construction of the Railway, beheld with a feeling of dread, next with familiarity, and at last with welcome. Shanghai was reached about ten minutes to two o'clock, and the vast crowd still assembled there, and also the passengers, having taken their departure, the line was left to solitude—and the officials. The engine *Celestial Empire* followed the train down to Woosung for the purpose of bringing up some trucks laden with the ticket-cases and other property now turned over to the Chinese with the Railway, at the various stations, the doors of which were then locked, and solitude again prevailed. During the afternoon, seven of the carriages were run to Woosung, six of them being left there. Some few foreigners availed themselves of this, the "final appearance" for the present, and made the return journey. The sight of this supplementary train going down the line, caused large crowds to again assemble at the different stations, and great disappointment was evinced when it was seen that only one carriage was returning to Shanghai. The issue of tickets having been stopped with the mid-day train, it was impossible to take any passengers, and the engine and carriage passed the platforms without stopping and came on to Shanghai. The engine was run into the shed, made all snug, steam expended, and so ended the working of the pioneer Railway of China under the auspices of the Italian.

It is agreed upon, that the lead will be given by the *Junio*.

MAN-OF-WAR'S BOAT RACE—CUTTERS.—

No Entrance Fee. First Prize, \$25;

Second, \$10. Distance, 1½ Miles.

1—A. Sia. 5 lbs. 9 1/2 Bow—E. B. Holders. 5 lbs

2—J. O. Hughes. 10 1/2 S. H. Smith. 10 1/2

3—J. M. Fabris. 10 1/2 J. C. Johnston. 11 1/2

4—H. Sheek. 7 1/2 G. O. Mouser. 11 1/2

5—R. P. Hunter. 10 1/2 J. B. Smith. 10 1/2

6—Stroke—F. Hutching. 11 1/2 Stroke—R. Gipperich. 10 1/2

7—J. G. Hall. 9 1/2 Cox—R. A. Clarke. 10 1/2

Duck—Blue boat won by a length and half.

SECOND DAY.

Tuesday, 23rd October, 1877.

The weather to-day was very favourable for out-door sports. There was a good attendance of ladies, and much interest was manifested in the contests. The second item on the programme, for Merchant vessels' gigs, elicited no entries. The result of the Men-of-war's race brought out a challenge between the 12-oared cutters of the *Junio* and the *Christoforo Colombo*. The boats were got into position, but some dispute arose which, it is said, was

## Mails.

NOVICE  
COMPAGNIE DES MESSAGERIES  
MARITIMES  
PAQUEBOTS POSTE FRANCAIS.  
STEAM FOR  
SAIGON, SINGAPORE, BATAVIA,  
POINT DE GALLE, COLOMBO,  
ADEN, SUEZ, ISMAILA, PORT  
SAID, NAPLES, AND  
MARSEILLES;  
ALSO,  
BOMBAY, MAHE, ST. DENIS, AND  
PORT LOUIS.

ON THURSDAY, the 1st November, 1877, at Noon, the Company's S. S. AVA, Commandant HERNANDEZ, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 31st October, 1877. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

H. DU POUHEY,  
Agent.

Hongkong, October 23, 1877.



STEAM FOR  
Singapore, Penang, Point de Galle,  
Aden, Suez, Malta, Brindisi,  
Ancona, Venice, Mediterranean  
Ports, Southampton,  
and London,  
Also,  
Bombay, Madras, and Calcutta.

THE PENINSULAR AND ORIENTAL STEAM  
NAVIGATION COMPANY'S Steamship  
NIZAM, Captain BARLOW, will leave  
this on THURSDAY, the 8th November,  
at Noon.

For further Particulars, apply to  
A. LIND, Superintendent,  
Hongkong, October 27, 1877.

Occidental & Oriental Steam-  
ship Company.

TAKING THROUGH CARGO AND  
PASSENGERS FOR THE UNITED  
STATES AND EUROPE,  
IN CONNECTION WITH THE  
CENTRAL  
AND

UNION PACIFIC AND CONNECTING  
RAILROAD COMPANIES  
AND  
ATLANTIC STEAMERS.

THE S. S. "OCEANIC" will be de-  
patched for San Francisco via Yokohama, on THURSDAY, the 8th November, at 3 p.m., taking Cargo and Passengers for Japan, the United States and Europe.

Connection is made at Yokohama, with  
Steamers from Shanghai.

Freight will be received on Board until  
6 p.m. of the 7th November. PARCEL  
PACKAGES will be received at the Office  
until 5 p.m. same day; all Parcel Packages  
should be marked to address in full; value  
of same is required.

Return Passage Tickets available for 6  
months are issued at a reduction of 20 per  
cent. on regular rates.

For further information as to Freight  
or Passage, apply to the Agency of the  
Company, No. 37, Queen's Road Central.

G. B. EMORY, Agent.

Hongkong, October 5, 1877.

no. 8

To Let.

TO LET.  
NOS. 4, and 5, PECHILI TERRACE, EIGHT  
STREET.  
Apply to

LANE, CRAWFORD & CO.  
Hongkong, July 30, 1877.

A N O F F I C E T O L E T.  
Apply to LANDSTEIN & CO.  
Hongkong, September 18, 1877.

To Let.

HOUSE No. 10, Albany Road, lately  
"Blance Villa," Pek-fu-hum, Furnished.  
House No. 2, Seymour Terrace.  
Nos. 8 and 11, Queen's Road Central,  
with spacious Godowns attached, at present  
occupied by Messrs. BUTTERFIELD & SWINE.

DAVID SASOON, SONS & CO.  
Hongkong, October 18, 1877.

To Let.

TOP FLOOR of the House now occupied  
by Mr. A. HANN, at Wan-chai. Apply  
on the Premises.

Hongkong, September 11, 1877.

To Let.

THE Dwelling House and Offices No. 1,  
P'Aguilar Street, lately in the com-  
potion of Messrs. DOUGLAS LAPRAK & CO.  
The Dwelling House No. 10, Gough  
Street.

Apply to DOUGLAS LAPRAK & CO.  
Hongkong, October 14, 1877.

## Insurances.

THE CHINA FIRE INSURANCE  
COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

A GENOLES at all the Treaty Ports of  
China and Japan, and at Singapore,  
Saigon and Panang.

Risks accepted, and Policies of Insurance  
granted at the rates of Premium current at  
the above mentioned Ports.

NO CHARGE FOR POLICE FEES.

JAS. B. COUGHTRIE,  
Secretary.

Hongkong, November 1, 1877.

LANCASHIRE INSURANCE  
COMPANY.

(FIRE AND LIFE.)

CAPITAL—TWO MILLIONS POUNDS.

THE Undersigned are prepared to grant  
Policies against the Risk of FIRE on  
Buildings or on Goods stored therein, or  
on Coal's in Mateships, on Goods on board  
Vessels and on Hulls of Vessels in Har-  
bour, at the usual Terms and Conditions.

Proposals for Life Assurances will be re-  
ceived, and transmitted to the Directors  
for their decision.

If required, protection will be granted on  
first class Lives up to £1000 on a Single  
Life.

For Rates of Premiums, terms of proposi-  
tions or any other information, apply to

ARNHOLD, KARBERG & CO.

Agents Hongkong & Canton.

Hongkong, January 4, 1877.

ROYAL INSURANCE COMPANY.

THE Undersigned, Agents for the above  
Company, are prepared to grant In-  
surance at current rates.

MELCHERS & CO.,

Agents, Royal Insurance Company.

Hongkong, October 27, 1877.

CHINESE INSURANCE COMPANY.  
(LIMITED.)

NOTICE.

POLICIES granted at current rates on  
Marine Risks to all parts of the World,  
in accordance with the Company's Articles  
of Association. Two Thirds of the Profits  
are distributed annually to Contributors,  
whether Shareholders or not, in proportion  
to the net amount of Premiums contributed  
by each, the remaining third being carried  
to Reserve Fund.

OLYPHANT & CO.,

General Agents.

Hongkong, April 17, 1877.

QUEEN FIRE INSURANCE  
COMPANY.

THE Undersigned are prepared to grant  
Policies against FIRE to the extent of  
£45,000 on Buildings, or on Goods stored  
therein, at current local rates, subject to a  
Discount of 20% on the Premium.

NORTON & CO.,

Agents.

Hongkong, January 1, 1874.

NORTH BRITISH & MERCANTILE  
INSURANCE COMPANY.

Incorporated by Royal Charter and  
Special Acts of Parliament.

ESTABLISHED 1809.

CAPITAL £2,000,000.

THE Undersigned, Agents at Hongkong  
for the above Company, are prepared to grant  
Policies against FIRE to the extent of  
£10,000 on any Building, or  
on Merchandise in the same; at the  
usual Rates, subject to a discount of 20  
per cent.

GILMAN & CO.,

Agents.

Hongkong, July 6, 1875.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER  
OF

His Majesty King George The First,

A. D. 1730.

THE Undersigned having been appointed  
Agents for the above Corporation are  
prepared to grant Insurances as follows—

Marine Department.

Policies at current rates payable either  
here, in London or at the principal Ports  
of India, China and Australia.

Fire Department.

Policies issued for long or short periods at  
current rates. A discount of 20% allowed.

Life Department.

Policies issued for sums not exceeding

£2,000 at reduced rates.

HOLLIDAY, WISE & CO.

Hongkong, July 26, 1872.

MANCHESTER FIRE INSURANCE  
COMPANY.

THE Undersigned Agents are in receipt  
of instructions from the Board of  
Directors authorizing them to issue Policies  
to the extent of £10,000 on any one first  
class risk, or to the extent of £15,000 on  
adjoining risks at current rates.

A Discount of 20% allowed.

HOLLIDAY, WISE & CO.

Hongkong, January 8, 1878.

MANCHESTER FIRE INSURANCE  
COMPANY OF MANCHESTER  
AND LONDON.

THE Undersigned have been appointed  
Agents for the above Company at  
Hongkong, Canton, Foochow, Shanghai  
and Hankow, and are prepared to grant  
Insurances at current rates.

HOLLIDAY, WISE & CO.

Hongkong, October 14, 1877.

TO LET.

THE Dwelling House and Offices No. 1,  
P'Aguilar Street, lately in the com-  
potion of Messrs. DOUGLAS LAPRAK & CO.

The Dwelling House No. 10, Gough  
Street.

Apply to DOUGLAS LAPRAK & CO.

Hongkong, October 14, 1877.

## Insurances.

YANGTSE INSURANCE ASSO-  
CIATION.

CAPITAL—Fully Paid up..... £1,420,000

PERMANENT RESERVE..... 230,000

SPESIAL RESERVE FUND..... 75,000

Total Capital and accumula-  
tions this date..... £1,725,000

## Directors:

F. B. FORBES, Esq., Chairman.  
M. W. BOYD, Esq. C. KREBS, Esq.  
M. P. EVANS, Esq. O. LUCAS, Esq.

## Secretary:

MESSRS. RUSSELL & CO., Shanghai.

London Bankers:

MESSRS. BARING BROTHERS & CO.

Agencies in:

HONGKONG, LONDON, SAN FRANCISCO, and  
the Principal Ports in the East.

## Merchant Vessels in Hongkong Harbour.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commanding at Green Island. Vessels near the Hongkong shore are marked *a*, near the Kowloon shore *b*, and those in the body of the Harbour *c*, in conjunction with the figures denoting the sections.

Sections.

1. From Green Island to the Gas Works.
2. From Gas Works to the Novelty Iron Works.
3. From Novelty Iron Works to the Harbour Master's Office.
4. From Harbour Master's to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.
7. From Naval Yard to the Pier.
8. From Pier to East Point.

Sections.

1. From Green Island to the Gas Works.
2. From Gas Works to the Novelty Iron Works.
3. From Novelty Iron Works to the Harbour Master's Office.
4. From Harbour Master's to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.
7. From Naval Yard to the Pier.
8. From Pier to East Point.

Sections.

1. From Green Island to the Gas Works.
2. From Gas Works to the Novelty Iron Works.
3. From Novelty Iron Works to the Harbour Master's Office.
4. From Harbour Master's to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.
7. From Naval Yard to the Pier.
8. From Pier to East Point.

Sections.

1. From Green Island to the Gas Works.
2. From Gas Works to the Novelty Iron Works.
3. From Novelty Iron Works to the Harbour Master's Office.
4. From Harbour Master's to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.
7. From Naval Yard to the Pier.
8. From Pier to East Point.

Sections.

1. From Green Island to the Gas Works.
2. From Gas Works to the Novelty Iron Works.
3. From Novelty Iron Works to the Harbour Master's Office.
4. From Harbour Master's to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.
7. From Naval Yard to the Pier.
8. From Pier to East Point.

Sections.

1. From Green Island to the Gas Works.
2. From Gas Works to the Novelty Iron Works.
3. From Novelty Iron Works to the Harbour Master's Office.
4. From Harbour Master's to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.
7. From Naval Yard to the Pier.</